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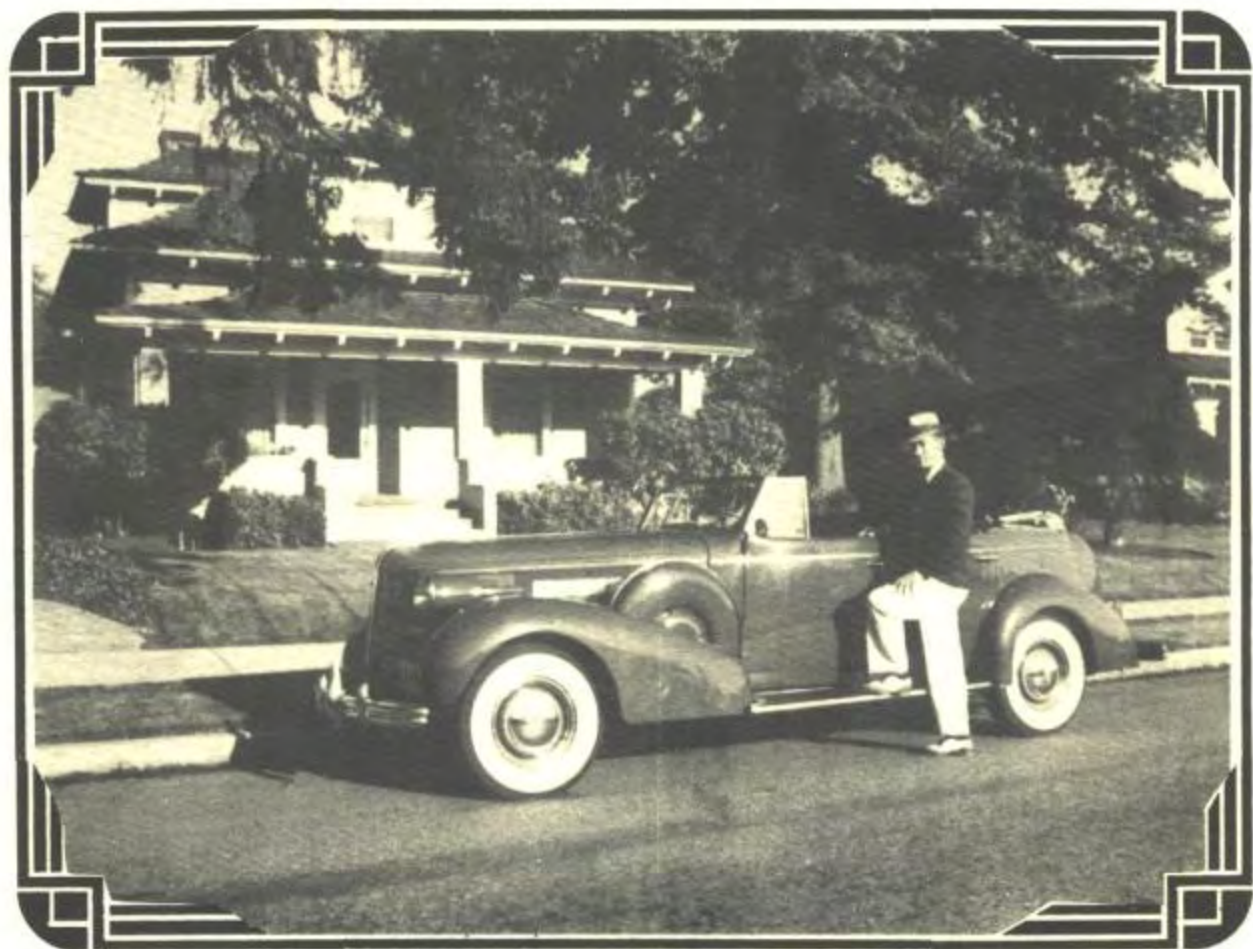
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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 198



Volume VI • Number 1



THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. VI • SEPTEMBER 1987 • NO. 1

● **William E. Olson, Editor** ●
● **842 Mission Hills Lane, Worthington, Ohio 43085** ●



FALL...



Fall, and membership renewal time, are upon us again. Renewals have followed the usual pattern: a big initial flood, followed by a tapering off. At first they came in at perhaps 15 or 20 per day; now it is two or three. As of this writing (around September 20) there are 204 paid members, as opposed to about 330 in August. Experience indicates that about 30% drop out each year. I really don't know why: I suppose some sell their cars, or run into financial troubles, or just lose interest. Each year, however, as many new people join to take the places of the dropouts. So, I'm not worried. There are also, each year, several people who don't tumble to the fact that their memberships have lapsed for several months. These unfortunates then send me: (a) notes wondering if they forgot to pay; or (b) notes angrily demanding to know why they have not received anything. A soft answer turneth away the latter's wrath and they meekly pay up. A few conclude that the Club has folded up, only to find out at the next summer's car shows that it hasn't.

In the next issue, or as soon thereafter as I can get it together, I will try to provide a brief financial summary of the Club's affairs. We ended the Sept. '86 - Aug. '87 "fiscal year" with a bit more money than I had contemplated. I therefore reduced the standard one-year dues by fifty cents -- I'll bet most of you didn't even notice that. I also intend to experiment with upgrading the quality of photo reproduction, with the cooperation of our printer, to see if better results can be obtained at an acceptable incremental cost.



FOUNDED BY DAVE LEWIS



I do not wish to, and won't, give you less than you have paid for. I am therefore always a bit concerned that, in a given year, the funds will run out before nine issues have been printed and mailed. In such a case, I would feel obliged to fund the deficiency out of my own pocket. Needless to say, I do not wish that to happen, and consequently am a bit conservative. If it turns out that I have been too conservative, and there are surplus funds, I will try to give you more for your money. In a month or two, we will have a better picture of this.

CONTRIBUTIONS

Several members have sent me material over the past several months, and are probably wondering why they have not seen it in print. In a few cases, the answer is that I just have not gotten a chance to use it, or -- to be honest about things -- that I have lost it temporarily. (The latter happens more often than I should admit.) In a majority of cases, however, the answer is that the material is physically impossible to work with.

Some day I may discuss in more detail the process by which this publication is put together and printed. For the present, however, it is enough to say that there are inherent in the process several limitations. That is to say, neither the printer nor I can turn lead into gold. Herewith, a few guidelines.

1. Photo-copies of magazine articles and the like must be uniformly sharp and clear, black and white. If what you send me is barely legible, it will be totally illegible if we try to offset it. If it's covered with gray smears -- which many copy machines do when one tries to darken the copy -- there's no way I can make those smears go away. If the copy is a bit light, I can probably darken it; if its light here and dark there, it's generally useless. Uniformity and sharpness are the keys.
2. Xerox or other photo-copies of illustrations or photographs are almost always useless. Sometimes I can get acceptable, if not great, results using good illustrations and a state-of-the-art Xerox machine, but this must be done carefully and with some trial and error. (An exception to this is copies of simple line drawings: these come out OK.)
3. Original black-and-white magazine illustrations, on the other hand, often come out OK, since they are half-tones to begin with. (A half-tone, some of you may recall, is an aggregation of millions of tiny black dots, by which the different values in a picture are converted into printable form. The closer together the dots, the darker the shade of gray your eye will perceive. Take a magnifying glass and look at the pictures in this issue, and you will understand. The ordinary copier cannot capture the dots and turns the illustration into murky soup.) See, for

example, the Limited ad in Volume V No. 8 or the Roadmaster ad in No. 6, which were printed directly from the magazine pages. (National Geographic ads are especially good.)

4. In the conversion of photos into all those tiny black dots, some sharpness is inevitably lost. If the photo is not very sharp to begin with, the printed image is, by my standards, unsatisfactory, and most of you will wonder why I bothered. Moreover, each half-tone costs, on average, \$7.00, and I see no reason to waste our money. Almost all Polaroid, and most Instamatic and disc-camera photos, simply are too fuzzy.
5. Photos should show good, but not extreme, contrast, and matte-finish prints are hard to use. If you look at the photos of my car in Volume V, No. 9 you will see how I could have done better. The photos on pages 9 and 12 had too much contrast (car and foreground too dark; background too light) and the printer had to wash them out in his camera to preserve any detail. The photo on page 11, on the other hand, has too little contrast between car and background; I should have chosen a lighter, less shadowy background. In color, the image was not bad: blue car, green trees, gray house. In black and white, however, it's not clear enough, because all those colors translate into close shades of gray.

All of this is not to say that I do not appreciate, and thank each of you for, the various items you have sent me. Many of them, even though not in printable form, are useful for research, or other purposes. It is only by way of explanation as to why some things never appear in these pages. Sometimes a little care in the copying can make a big difference. I will also be happy to look over, use if I can, and return to you original material.

MUCHAS GRACIAS!

I received a card from Jose Pardo (#558); as you may recall from the last issue, Jose and his wife came to the United States from South America last summer to attend the Club Show at Flint. The front of the card says: "Una nota especial para decir Muchas Gracias!" Almost all of us will know enough Spanish to dope that out. Inside the card Jose wrote (in English) the following:

"Cali, Columbia, Sept. 4, 1987

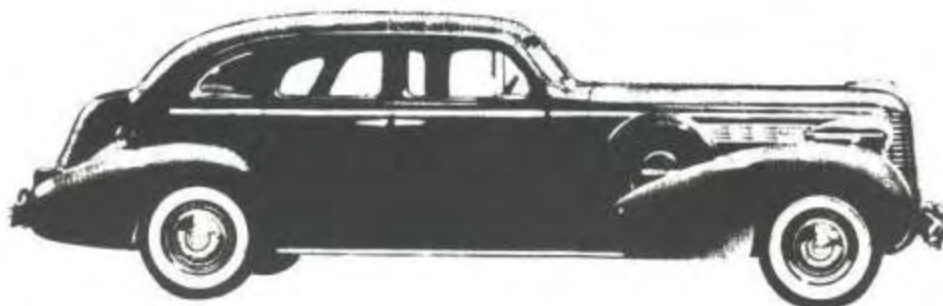
Dear Bill:

This is meant to tell you how much my wife and I enjoyed the meeting at Crossroads Village, and the wonderful people that make up the 1937-1938 Buick Club. Thanks for the hospitality, and keep up the good work which for you is nothing but a matter of love and dedication.

Best regards,

Jose G. Pardo"

"Muchas Gracias" to you, Jose, for your thoughtfulness. And thanks to all our overseas members for preserving fine cars and supporting a great hobby around the world. It is to me a source of special pleasure and satisfaction that the Club is able to provide help and long-distance fellowship to people in every continent.



CREDIT

The Editor is not one to fail to give credit where it is due. I had no idea when I looked at the prints of my Club Show photos who owned half the cars I'd photographed; being in my usual state of semi-disorganization I'd failed to make any notes -- indeed, I could hardly keep up with the questions. So, although I was able to identify the owner (George Cranford) of the car on the back cover of last month's issue -- it was the only '38 Limited there -- I had to fudge it with the front cover. John Mullenix (#436) from Hastings, Michigan wrote on his membership renewal form: "That '38 Buick on the cover of the last Torque Tube is mine! (ours!!!)." Congratulations to Mr. and Mrs. Mullenix on choosing a photogenic location for a fine car. (The '38 model 61 also made the front cover of Volume IV, Number 6; two covers I think is the record, shared by Paul Culp (#508) and Clint Preslan (#461) and maybe others.) If you'd like to see your car on the cover, send me a sharp, glossy photo, at least 5 x 7.

MORE NAMES

"What's in a Name?" -- The little story about my 1937 Roadmaster in the last issue -- brought forth some nice comments from other '37 Roadmaster owners. Here are two I thought you'd enjoy. As you will see, in both cases the car was named by the owner's child or children. Since my offspring have reached the ages (17 and 20) where their expressions can no longer be considered "cute," and, indeed, might more likely fall into the "expletive deleted" category, I wouldn't have dared that.

From Clint Preslan (#461) - Lakewood, Ohio:

Dear Bill:

Enclosed are my \$28.00 yearly dues and roster information.

It is a privilege and a pleasure to be a member of such a "class act" antique Buick club. The Flint Meet was a delightful event (I enclose a photo of the parade). My wife and I agree it was the most enjoyable meet we have attended. (We've been attending them together since 1972.)

I thoroughly enjoyed your article about Freya. "1937 Buick Roadmaster" is a phrase to conjure with, indeed.

In my four years of ownership I have observed a 1937 Roadmaster exudes a glorious magic filled with poetry, beauty and excitement. You also might as well try to maneuver a loaded cement truck into a tight parking space. The standard bulb-and-reflector headlights are marginal at best. A good set of driving lights is a sound investment.

All this aside: I have never owned an old car like the 1937 Buick Roadmaster. It is, as my eight-year-old daughter, Annie, put it, "...the last of the unicorns, Pop." She's right. It is.

From John Breen (#533) - Manchester, Conn.

Dear Bill -

I enjoyed your story about your "new" '37 Roadmaster. I bought mine in 1985 and if it weren't for the Torque Tube, I'd have made a flower pot out of it a long time ago.

My sons (then 10 and 8) took one look at it when I brought it home and promptly named it "stonecrusher." Must be the sidemounts...

As Clint points out, there is -- shall we say -- a certain heaviness to be observed in low speed maneuvers, so maybe "stonecrusher" is not so bad.

AUTO JUMBLE!

Speaking of names, I was looking over a British car magazine the other day and found out what they call a "swap meet." In Britain, it's an "AUTOJUMBLE"! The more I think about this, the more I like it: a far better "Britishism" than "spanner," "bonnet," or "earth." Recall the last time you tried to pick through a pile of rusty parts in the vain hope you'd find something good; or wondered why a vendor thought anybody would want some of the stuff he was lugging around, or who decided '71 Chevy headlight bezels are "old car" items; or asked yourself why they let the fat lady selling teapots into what you thought was a car parts event. "Jumble" is right on! And, not much can be said for "swap meet." In my experience, there's not much "swapping" (i.e., barter); it's mostly selling. (For cash; no "cheques.")

Happy Jumbling! - Bill

MORE ARCHITECTURE



AN OFFICE BUILDING WITH BUILT-IN RESTORATION SHOP

by Ray Montgomery — Lafayette, Louisiana

Ten years ago when I purchased an office building for my real estate business it was "Ready for restoration" as the car ads say. First we remodeled the inside and then the exterior. The building is located on a corner, so this gives us side street access to the rear yard. As funds allowed I started adding car storage to the back of the 100 foot long building. Now with the work completed, I have 2,000 square feet, or the equivalent of five single garages, plus one double garage space.

Over the years the backyard has been completely concreted, and a hydraulic lift installed. Air lines have been run the length of the building. The original flat roof on the building proved to be a constant problem with leaking, so finally I installed a high pitched roof, leaving the flat one intact. This added about 5,600 square feet of good dry attic storage. You wouldn't believe the car parts that can be hauled up a set of stairs.

My current project is converting the double garage into a "po-boy" paint room. I've just replaced my Sears air compressor with a 5 hp unit which I purchased from a shop that was closing down. The inside has been sheetrocked and painted white; lighting has been added, though this may take some modification once it's used. The heat and ventilation system still have to be completed. Hopefully the fire marshal won't find out.

As you can see from the photos, I need more time and energy to complete some projects, including a '38 Buick.

Come by and see me. I'll either be inside trying to earn a living, or maybe out back with dirty hands.

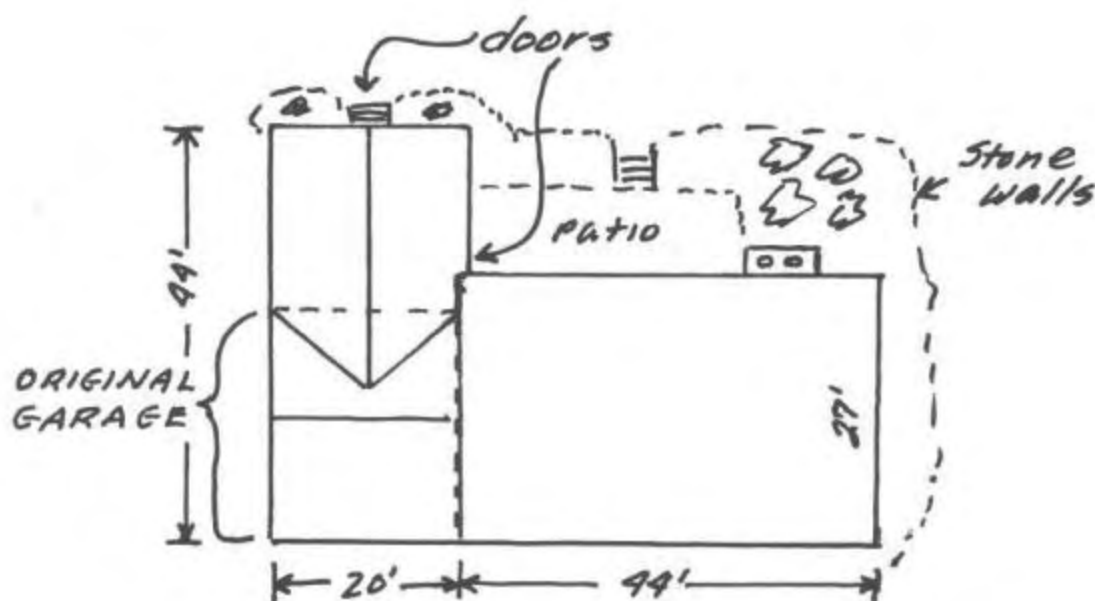


AN "EASY" FOUR-CAR GARAGE

by The Editor

I've always envied people like Ray Montgomery, who have their own businesses with buildings that can be turned into dual-purpose structures, or those who have acres of property that can accommodate storage buildings and "junk" piles. Those of us who live in urban and suburban locations, where space is at a premium, zoning restrictions heavy, and unsympathetic neighbors a constant aggravation, have things a bit tougher. It has occurred to me, however, that while I may envy some, many other members are less fortunate than I: if I cleared out some stuff and organized things better, I could get four cars into my present garage. So, a few words about a relatively easy way to expand your space, if you have the right garage to start with.

I begin by saying that I didn't do this. I bought it. In fact, I didn't even realize I was buying it until the day before the closing. In 1980 — which was before I got involved with "old cars" at all except purely as a spectator — we moved from New Jersey to Ohio in a corporate headquarters relocation. Those who have been through such things know that typically one has only a few weeks to look over a completely new area, decide on locations, look at houses, and buy one. So it was with me. After a whirlwind tour of three or four days with a broker, who took us to some places I wanted to go and at least as many others to which he wanted to go, my wife and I decided we could stand no more, and signed a contract on one of the houses we'd seen. When we got home, I could not remember anything about the house we'd bought, except that it had four bedrooms, aluminum siding, air conditioning, nice trees and "good schools." (The first three of those we did not have in New Jersey, so it looked like an improvement.) Several weeks later, we returned for the closing and looked at the house again. I walked into the garage, then emptied of everything save one car and a few packing boxes. "Holy Toledo," I said, "look at that. It's big." I realized for the first time that I'd bought a house with a four-car garage. This is a far cry indeed from the old house, whose garage held one Volvo, one "hand" lawn mower, two rakes and three cans of paint. The stage was set for my giddy ascent — or descent — into actually owning an old car. And the former owner of my house, a "car nut" and — obviously — a handyman and do-it-yourselfer of no mean talents, had done it.

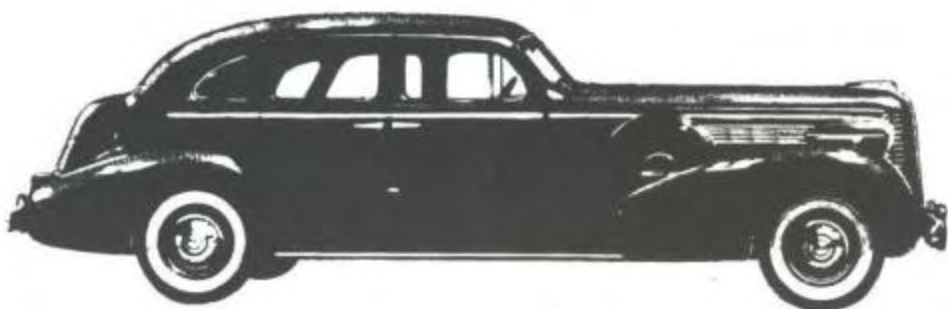


The drawing and photos show what this guy did. He simply knocked out the back wall of a standard two-car garage, braced the roof over the resulting opening with two posts and an I-beam lintel (which he neatly boxed in), and extended the garage about 20 feet to the rear. The original two-car garage has a roof peak running east-west and a gable at the west; the addition has a peak running north-south and a gable at the north. Joining these roofs was the only tricky part, and good waterproof seals where the two join and where the addition butts against the house wall are necessary. One must, obviously, also match the color of the original siding, or paint everything. The former owner simply put the framing of the addition's roof on top of the original garage roof where the two come together. He could have cut through the original garage roof into the space under the addition's roof to make one continuous attic, but didn't, and I don't blame him. He did put an access hatch into the ceiling of the addition. Thus, with a tall step-ladder, one can stash car parts (and other stuff) in the attic over the addition, and then forget one has them.

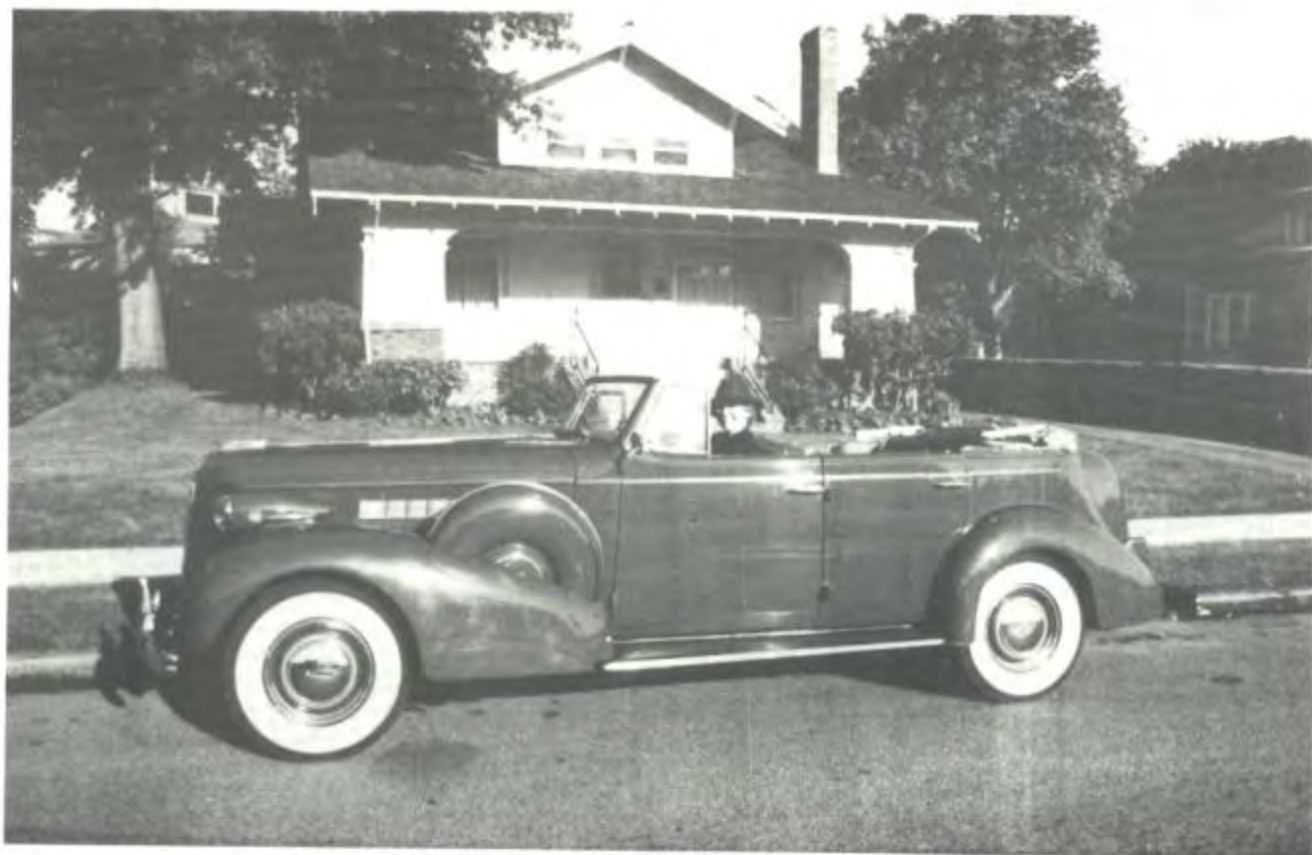


The really amazing part is that this guy and his father did the whole thing themselves, except for pouring the concrete floor, and finished it all in one summer. With a bit of landscaping, the result looks like it was there from the beginning. Although the garage is insulated, it has no heating or cooling, and thus is a bit uncomfortable in the warmest and coldest months. I rather wish he'd made the addition about six feet longer so it could hold a big workbench and a heating system, even though a lot of heat would escape around the doors. But then, one can't have everything, and what I do have has excited a number of my local Buick Brethren.





AUTUMN IN OREGON



A ROMANTIC FABLE
Photography by Doug Nelson — Salem, Oregon

A pleasant, early autumn afternoon in Salem, Oregon. Joan had just come home from the half-day she worked at the bank of Saturdays. During the week she generally walked to the street-car line that went downtown, but on Saturday Joan drove the little '36 Plymouth coupe she'd bought last spring just after her promotion to assistant cashier. Such things weren't common for women in 1938, even if one had a college degree, and Joan was fortunate the bank president had a modern attitude about women in business. The promotion had also enabled Joan to move out of her apartment and rent a nice bungalow-style house on Fremont Street. Things were looking pretty good, and Joan didn't really envy her classmates who'd found the husbands they'd gone to college for.

Joan had thought about taking a drive in the country, since almost all the people she knew who weren't busy with family matters were at the Oregon State football game. However, she'd about decided to stay home, save her money, and listen to the Lauritz Melchior records she'd bought, when the telephone rang.

"Hello, Joan? This is Marshall Nelson."

Joan had known Marshall for a while as the brother of Douglas Nelson, who had the successful real estate business and who was married to her friend Kay. And she saw Marshall now and then in the bank. Marshall probably could have been considered an "eligible bachelor" in some circles, although he'd gone a few years beyond the age where most men are expected to marry. Joan was surprised, perhaps a bit flustered; she couldn't imagine he wanted to talk about business on Saturday afternoon. Besides, at the bank he never called her "Joan."

"I know this is awfully short notice, Joan, but it's such a nice day, and I suddenly got this urge to drive out toward the mountains, find a good orchard, and buy some apples — you know, I love apples — and I just thought maybe you'd like to come. We might even stop for dinner at that country inn on the way back."

Several thoughts raced through Joan's mind, but before any of them had much of a chance to overcome any of the others, she found herself saying yes.

"Why, Marshall, I'd love to do that. How nice of you to ask."

Well, here was the drive in the country after all, and dinner to boot. And Marshall, she thought, could be quite charming, so long as they didn't talk about his bank accounts or inventory financing. As for apples, Joan thought, she liked them as well as the next person, and could easily get more enthusiastic about apple orchards than football. A bit flustered? Well, yes, but not so much that she couldn't pick out just the right outfit, including the very smart hat she'd bought to go with it.

Her mother probably wouldn't approve of this, Joan thought, but then her mother hadn't approved of a lot of things. Modern times required modern attitudes, and "modern" was the word for Joan.

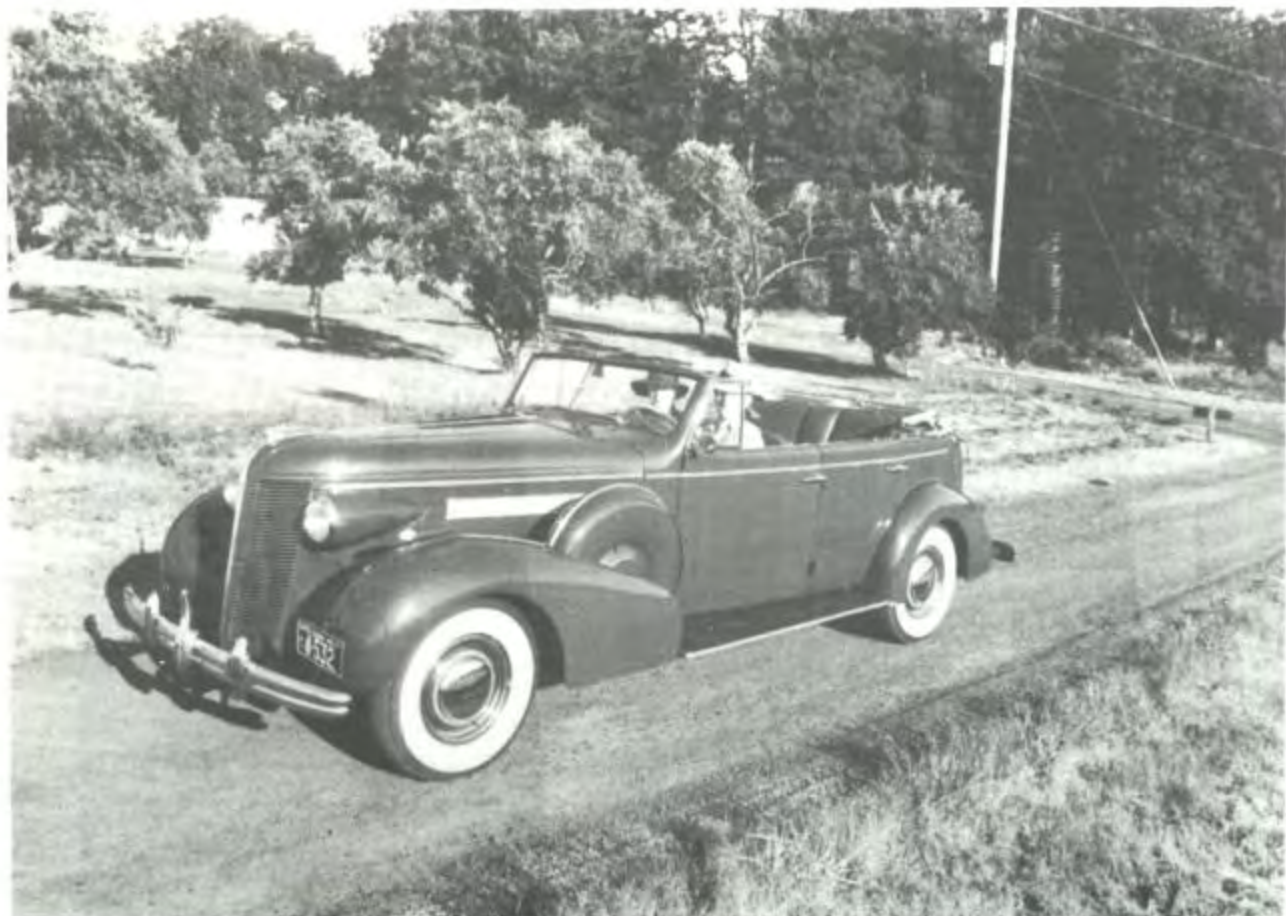
Although Joan was sure Marshall drove something more luxurious than a Plymouth business coupe, she was not prepared for the car that pulled up in front of the bungalow. A big, red four-door convertible with the top down. It looked like — yes, it was — a Buick Roadmaster.

"This is my fun car," Marshall said as Joan settled into the red leather seat, "I don't drive it to work. In fact, my mother was horrified when she found out I'd bought it. And Doug said I was in my second childhood! Maybe it's true. Or maybe I'm still in my first. I don't know. But I think I've got a modern outlook; at least that's what I told Mother."

Joan laughed. "I think you deserve it. Come to think of it, I recall seeing a red Buick around town and wondering whose it was. I didn't know they made red Buicks."

"I ordered a special paint job from the factory," Marshall said. "Couldn't resist the urge to be a little different. Most people think I'm different, anyway, so why disappoint 'em. It's a nice fall color — we'll say it's apple red."





Conversation flowed easily as they rolled out of town. Joan was impressed by the Buick's smooth ride and the effortless way it took the hills. She'd been in awful cars with nice men, and nice cars with boring men; a charming man and a charming car made a heavenly — but all-too-rare — combination.

Joan had no idea where they were when Marshall turned off on a country road. "I think the orchard I remember is a few miles back in here," he said. "They don't advertise. You have to know about it." Joan could not help recalling a few other country roads she'd been on in cars with men, but she felt sure Marshall's intentions were not dishonorable. Sure enough, they soon came upon rows of apple trees. The fruit was excellent, and two bushels went into the Buick's trunk, but not before Marshall had sampled several varieties. He really does like apples, Joan thought, or else he's a pretty good actor.

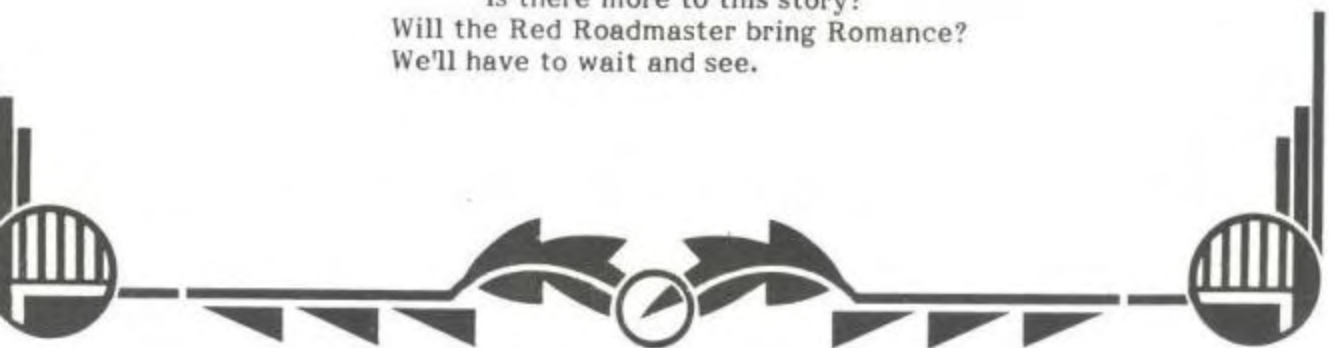
"If we follow this road a way," Marshall said, "there's a terrific view. And the road comes back to the highway eventually." The view was terrific, and they stopped the car on a little turnout. A path led up 50 yards or so to a better vantage point. Joan was glad she'd worn sensible shoes. She took Marshall's hand as they climbed over a few boulders. A beautiful panorama of the Cascade Range spread into the late afternoon. At this point, Joan thought with a little tingle, she was beginning not to care about honorable intentions, whatever that might mean.



"What a beautiful place," she said. "We spend too much time in the city." She looked up at him. "Thanks for bringing me. Let's not leave right away."

An hour and a half later, Joan and Marshall sat in the country inn sharing a bottle of California wine. Joan was a little tired, but her eyes sparkled in the candlelight. Dinner was delicious. They fell silent on the road back to Salem; Joan found some sweet music on the car radio, and the Roadmaster sang its own sweet song.

Is there more to this story?
Will the Red Roadmaster bring Romance?
We'll have to wait and see.



MODERN LIVING LIVES ON

Back in January 1985, I made up a little story to accompany some great "period" photos staged by Doug Nelson (#051), and called it "Modern Living in 1938." The pictures showed Doug's 1938 Century coupe at a country gas station (in Doug's back yard) and an Art Deco courthouse in California. Subsequently, we saw "Doug and Kay Step Out With Style" featuring a historic hotel on Puget Sound (September 1985), and the coupe with an early "Ice Cold Coca-Cola" cooler, and brother Marshall's 1937 80C outside a 1911 bank in Ferndale, California (January 1986). These period re-creations looked so authentic I dubbed Doug "The Master of Illusion."

In this issue we see that the Master has done it again. The right architecture on a nice country road, the right hats and shoes, a double-breasted blazer and white flannels; that's really all one needs. Our cover photos show Doug and Kay Nelson, Marshall Nelson's 1937 Roadmaster phaeton (yes, it is red), and "bungalow" architecture. (The bungalow style, characterized by gables, big dormers, projecting rafters, shingles, and porches with tapering piers, was an outgrowth of the "Craftsman" movement in the early 1900s, but took on a life of its own. It was very popular well into the late 1920s and early '30s and many examples may be found throughout the country. It is thus a great background for cars from the "brass era" right through the early 1940s.) The photos accompanying our Romantic Fable show Marshall and friend Joan enjoying the Oregon mountain air in the Roadmaster. These pictures were so well done, they demanded the invention of another story, which your Editor, when touched by both the Muse and the Flu, duly invented. Beyond the names, any resemblance of the characters in the story to real persons, or the attitudes or behavior thereof, is (as they used to say on the radio) purely coincidental.

Will there be more? Will Romance Ripen in the Red Roadmaster? Are there peaches in the future as well as apples? That's up to Doug, Kay, Marshall and Joan, but I have the feeling we'll hear -- and see -- more.



• Photo Album •



Prize-winning 1938 Special convertible sedan owned by Paul Cusano (#052) shown at the BCA Eastern Region meet last summer. This car appears to be "Whistler Grey" with red wheels and tan top.



I could have called this another ho-hum black car, but that would of course be unfair to both car ('38 Roadmaster) and owner Bill Shipman (#617; Brunswick, Maine). Bill says he likes the Roadmaster without sidemounts, and thus is either a hopeless Klutz or a man of highly refined sensibilities, depending upon one's point of view. The antenna and grille guard are not "factory," but good examples of 1940's aftermarket accessories. Recalling my advocacy of fewer black cars, Bill asked the color of my Roadmaster. It's "Chancellor Blue".



TECHNICAL TIPS



MODERN REPLACEMENT FOR 1938 REAR SHOCKS

Article and Photos by Paul B. Culp, Jr.

The excerpts from the 1938 Sales Brochure on "Torque-Free Springing" in Vol. V, Issue 9 are a good introduction to the importance of properly functioning shock absorbers. With coil springs on the rear axle for the first time in 1938, Buick used "direct-acting airplane-type" shocks. At first glance, these appear like modern shocks; however, they could be taken apart and calibrated through the use of special valves, and the fluid could be drained through a plug at the bottom.

The following two paragraphs are quoted from page 58 of the 1938 Shop Manual.

"Shock absorbers as furnished on the car, are carefully engineered to meet average driving conditions and while it is possible to change the riding qualities of the car by use of special valves outlined in the calibration chart, this practice is not recommended except to meet some extraordinary driving condition.

If it is definitely determined that the shock absorber is at fault, refer to service instructions for disassembling and replace defective parts or the complete assembly."

Today's labor rates and factory rebuild operations, not to mention the ever-increasing complexity of automotive components, make it cheaper — or at least easier — to replace parts than to try to maintain or repair them in the average shop. In the 1930s and 40s, however, twice-a-year purging, filling and checking of Delco direct-acting shocks was a routine maintenance procedure. Even though relatively minor compared with many jobs, this was time-consuming. While it is still possible to repair 1938 rear shocks, we are fortunate that they can be replaced with modern units.

It has been discovered through the enterprise of other members that the Monroe Magnum 60 #6828 will replace the stock units. [Editor's Note: I believe Bernie Jacobson #001 was the discoverer, or at least one of them.] My greatest effort was finding a source to buy a pair at a reasonable price. My search ended in California:

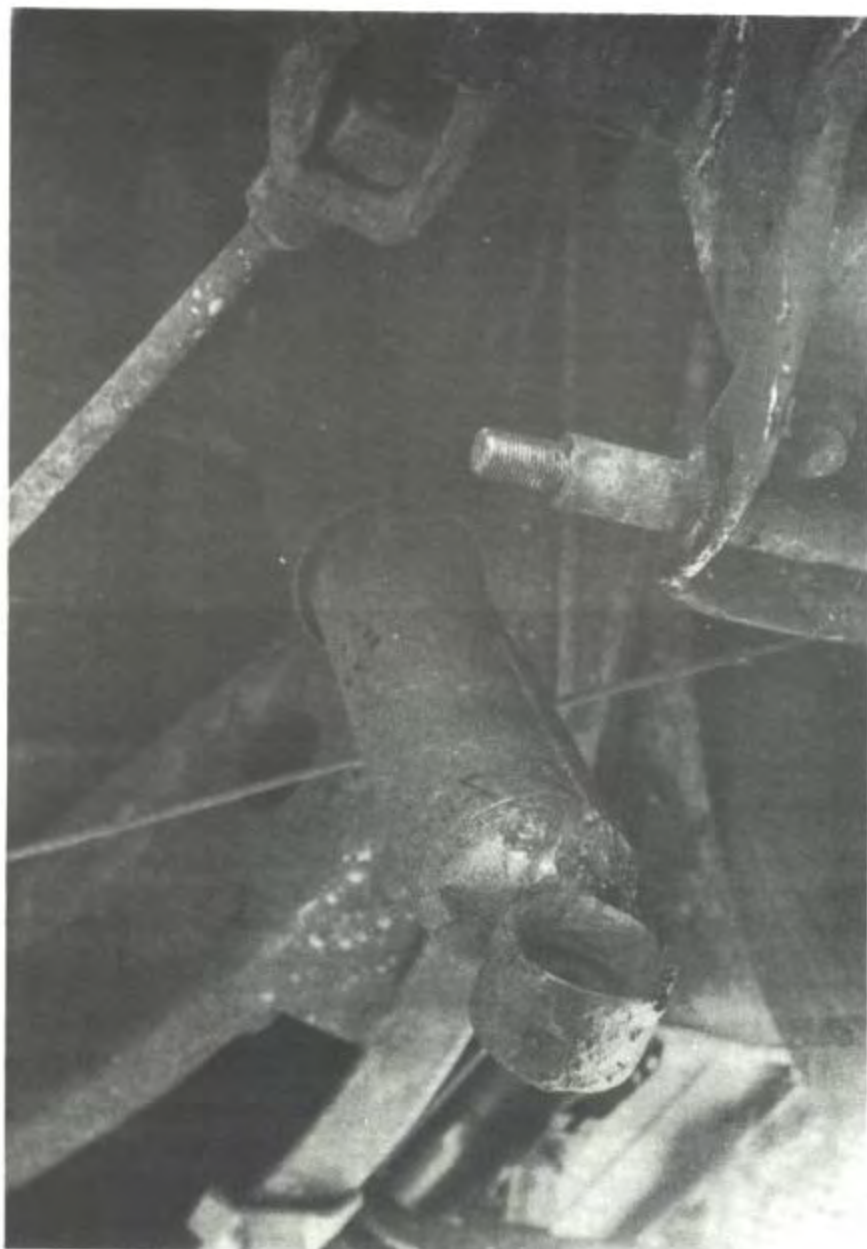
Performance Automotive Wholesale, Inc.
21122 Lassen Street
Chatsworth, CA 91311
818/998-6000.

I followed basic techniques when replacing using jack stands and supporting the differential. Remove the lower bolt, then the upper clip, and with a pull towards the centerline of the car, the shock was off. Upon replacement the new lower bushings can be used, whereas the upper outer bushing required trimming/cutting or approximately 5/16 inch. The old clip could also be replaced by a "circlip" with these dimensions: 11/16 I.D. x 1/16 thick. I will attempt to restore the original units. Until then I have the control of a heavy duty (truck-type) shock. From experience I know that this helps to control that torque-tube rear end. I have never weighed a Buick rear, but according to automotive engineering the ideal weight for a rear axle is zero pounds (obviously impossible). Realistically this so-called "unsprung weight" affects the way the car is in contact with the road. Bound and rebound is constant and the best possible control is a well engineered damper or shock absorber to keep the tire in place for maximum contact.

The Magnum #6828 by Monroe certainly, meets and exceeds Buick specifications. This is the whole duty of a shock absorber: keep the wheel on the road with the minimum of time in the air. Now that my Buick has a tight rear my next project is to quiet all the rattles following out of the body along with those vibrating windows.



These two photos show one of the original shocks in place. The drain plug can be seen at the bottom, along with the accumulated gunk of many years. (Paul should put a rubber plug in that brake-adjustment hole.)



At present we are a bit short of technical material, at least in edited, useable form. I have therefore reprinted some stuff that first appeared three or four years ago, and which many of you have not seen. There will be some excellent -- I hope -- material in future issues. My tireless helper and techno-photographer, Paul Culp, is at work rebuilding the engine from his 1938 Century, and out of this will come more good stuff, including, inter alia, conversion of babbitt-metal to insert rod bearings. In addition, I have been promised an article on that perennial summer bugaboo, overheating, and what can be done about it. My own car is going up to Landers Antique Auto in Elyria, Ohio in a few weeks for investigation, and I hope cure, of transmission noise and clutch chatter, manifold vacuum leaks, some looseness in the front end, and several cosmetic problems. I will be following and reporting on the progress of this work as well as I can from 100 miles away. (Dennis Landers, the proprietor of this shop, has worked on several prize-winning Buicks, including member Clint Preslan's 1937 Roadmaster and a nice '40 Buick owned by Clint's brother.)

TORQUE WRENCH READINGS

| WHERE USED | SIZE | POUNDS FEET |
|---|-------|----------------|
| Oil pan drain plug | | 30-35 |
| Lower crankcase | 5/16 | 10-15 |
| Flywheel to crankshaft | | 45-55 |
| Wristpin clamp bolt | 5/16 | 25-30 |
| Main bearing bolt | | 120-130 |
| Rocker arm bracket cap screw | 3/8 | 30-35 |
| Timing chain cover | 3/8 | 15-20 |
| Water pump to cylinder | 3/8 | 25-30 |
| Connecting rod, Series 40 and 50 | 7/16 | 45-50 |
| Connecting rod, Series 60, 70, 80, 90 | 7/16 | 60-65 |
| Cylinder head bolt | 7/16 | 65-70 |
| Spark plugs | 14M/M | 22-28 |
| Spark plugs | 10M/M | 7-10 |
| Vibration damper retaining bolt | | 100-110 |
| Battery ground strap to crankcase | | 15-20 |
| Manifold studs | 3/8 | 25-30 |
| Transmission support | 3/8 | 20-25 |
| Rear axle cover | 3/8 | 10-15 |
| Differential carrier to rear axle housing | 3/8 | 20-25 |
| Backing plate to rear axle housing | 7/16 | 35-40 |
| Spring seat to rear axle strut rod | 1/2 | 65-70 |
| Spring seat to rear axle strut rod | 3/8 | 40-45 |
| Strut rod to strut rod bracket | 1/2 | 65-70 |
| Torque tube to differential carrier | 7/16 | 50-60 |
| Shock absorber to rear axle brake backing plate | 9/16 | 65-70 |
| Shock absorber—rear | 9/16 | 45-50 |
| Shock absorber pinch bolt | 3/8 | 25-30 |
| Shock absorber to frame—front | 1/2 | 60-65 |
| Lower control arm shaft | 7/16 | 45-50 |
| Pitman arm nut | | 70-75 |
| Front brake backing plate to steering knuckle | 7/16 | 45-50 |
| Steering knuckle support pinch bolt | 3/8 | 35-40 |
| Rubber bumper to spring seat—front suspension | 3/8 | 5-10 |
| Steering connecting link clamp bolt | 3/8 | 35-45 |
| Steering gear to frame bolt | | 55-60 |

(CONTINUED)

| | | |
|---|-----------|-------|
| Brake anchor nut—front and rear brake | | 80-90 |
| Brake wheel cylinder to backing plate | 5/16 | 15-20 |
| Brake drum to rear axle shaft | 5/16 | 15-20 |
| Wheel bolts | 1/2 | 60-65 |
| Body bolts | 7/16-9/16 | 25-30 |

NOTE. Dave Lewis suggested I print the above table of torque wrench readings, since it is hard to find all in one place. This comes from an old MOTOR manual, and is not in the modern "Vintage Car Edition."

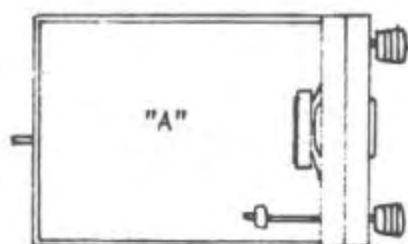
TECHNICAL ARTICLE SUBMITTED BY DAVID BYLSMA #117..UPDATING YOUR 37/38 BUICK RADIO....

"A"...

#1 For your first step, open up the bottom of your original Buick Radio and remove everything, with the exception of the knobs. This will leave a nice open chamber ready to accept the new radio. This also is a good time to clean the case and repaint it.

#2 Next go to an electronic's shop and match up a speaker that will fit in the original location. Leave the speaker out until last to avoid any damage during the change over.

#3 The inside width of the original radio is 6 5/8". Try to find a radio which will just fit into this width. I used a 6 volt Volkswagon which was perfect. You could use a later 12 volt radio if you can find the correct size, but you will then need to buy a Voltage inverter so it will work on your 6 Volt system. You can save some money by using the 6 Volt V-W if you can find one.



EMPTY CASE READY FOR NEW RADIO.....

"B"

Now that you have your new radio to put in the original empty case, you need to make an adaptor to connect the original tuner cable to the new radio. You will have to fabricate this adaptor using an allen screw to secure each end. See Illustration Below..

TUNER ADAPTER

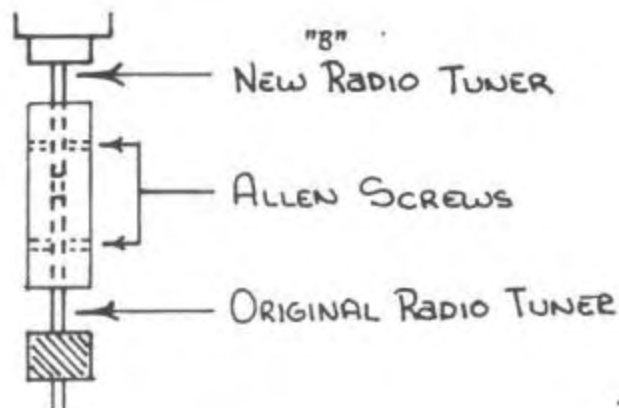


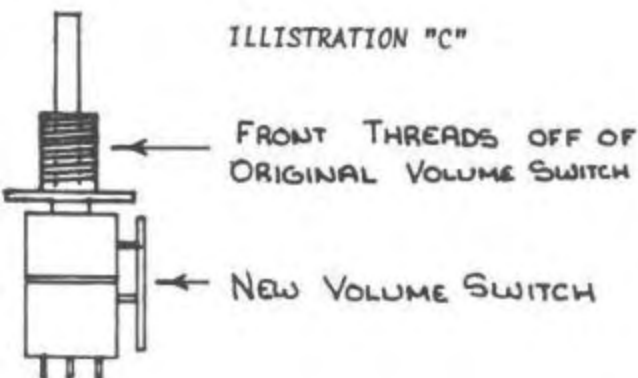
ILLUSTRATION "B" SHOWING TUNER ADAPTOR CONNECTION POINT

" To get the position of where to put the new radio inside the box, just put it inside that the original tuner cable and the new radio shaft touch each other. You are now ready to attach your fabricated adaptor to attach the two together. When you are sure the two line up properly, you can now permanently secure the new radio inside the old case. Now that you have the new radio in position it is time to make the connection for the volume control. Remove the volume control from the new radio and compare it with the original volume control. On the new radio I used, the front of the volume switch did not have threads, so I had to take the front of the original switch and mount it onto the front of the new switch. See Figure "D"..After the new switch is mounted into the original radio's position, new, longer wires, will have to be run from the volume switch to the new radio. After that is finished all that is left is to run a hot wire into the new radio and run the antenna wire in. You may also run a wire in if you have the optional Buick Speaker. Good Luck with the project, It is really easier than it sounds..

David Bylsma #117



ILLUSTRATION "C" V-W RADIO INSTALLED INSIDE OF ORIGINAL 37/38 BUICK CENTERLINE RADIO CASE... TOTALLY CONCEALED..



ORIGINAL THREADED PORTION OF ORIGINAL SWITCH PUT ON V-W VOLUME CONTROL...



NEW MEMBERS



ATTENTION NEW MEMBERS: Everybody has a Club Number, which does not mean much, but since all clubs seem to have membership numbers, we have 'em too. Check this list to find out yours.

Mike Morris (#655)
25 Wildwood Dr.
Poughkeepsie, NY 12603
914/462-3777
'37 66S

Gene Pearman (#656)
13391 Nevada St.
Westminster, CA 92683
714/771-7871
'38 41

Gary Bush (#657)
Box 222
Peapack, NJ 07977
201/234-1957
'37 46C

Robert Jones (#658)
2523 Lanning Dr.
Burton, MI 48509
313/736-0857
'38 46C

Karl Hunting (#659)
P.O.Box 118
North Troy, VT 05859
'37 41

Peter Triolo (#660)
2109 Sunflower St.
Garden City, KS 67846
316/275-9699
'37 66S

Greg & Becky Burns (#661)
1581 Watkins Rd.
Pataskala, OH 43062
614/927-0956
'37 41

Bill Pascoe (#662)
730 Holly Ave.
Lake Havasu City, AZ 86403
602/855-1260
'38 46 '38 41(2)

NEW ADDRESS

Douglas Moore (#158)
11783 212th St.
Maple Ridge, B.C. V2X 8P9
CANADA

Woodie Roberts (#346)
Rt.1, Box 569
Sumiton, AL 35148

James George (#023)
6720 Sundown Lane
Yorkville, IL 60560

Alvin Brooks (#223)
Rt.2, Box 37
Sophia, NC 27350

E.A.Slusser (#005)
RFD 3, Box 135
Hopkinton, NH 03229

Robert Schaffer (#538)
26 Lexington Blvd.
Clark, NJ 07066

Doug Moore (#158)
11783 212 St.
Mapleridge, B.C. V2X 8P9
CANADA

Bob Huxley (#122)
108 Fairway Village
Leeds, MA 01053



PARTS FOR SALE



This set will allow you to renew your 1937 (40-60) rear end.

ALL NOS PARTS:

both axle shafts
differential case (40)
ring & pinion, 3.9:1 (60)
pinion bearing spacer
2 lb can axle lubricant
pr. differential side gears
" " " pinions
" " " bearings
differential bearing nut
axle spacer
pr. differential side gear washers
" " pinion washers

Pr. rear wheel bearings & seals
pinion bearing nut
drive shaft pin
front pinion bearing
rear pinion bearing
pinion bearing lock sleeve
set, rivets, ring gear to case
NOTE: Matching ring gear to case
may require slight rework.

ENTIRE SET PRICE-- \$500

This set will allow you to renew your 1937 (40-60) front end.

ALL NOS PARTS

3 of 4 lower control arms
pr. LC arm inner shaft kits
pr. front wheel hubs
2 grease seals
king pin kit
pr. UC arm bumpers
pr. spindle nuts
inter. steering arm
" " " bushing kit
pr. inner wheel bearings

pr. steering knuckle supports
pr. steering knuckles
4 tie rod ends
pr. LC arm pivot pin kits
pr. upper control arms (shocks)
pr. upper pivot pin kits
pr. steering arms
4 steering arm bolts
inter. strg. arm frame bracket
2 outer FW bearing balls
& separator

ENTIRE SET PRICE-- \$800

This set will eliminate leakage from the back of your '37 or '38 40 series Transmission.

ALL NOS PARTS

Torque ball
both torque ball retainers
torque ball packing spring

torque ball packing set
U-joint

ENTIRE SET PRICE-- \$125

PLEASE ADD 10% SHIPPING TO ALL PRICES

Some small parts listed above available separately--inquire.
Many items still available from previous ad. All "sets" from
previous ad will be shipped freight prepaid.

HANK BATES

53 Ivy Lane

Sherborn, MA 01770

617/655-0732

FOR SALE: 1 set (8) NOS pistons 3-3/32, 040 oversize, 1938 40 series. \$60

LELAND MARTIN (#053)
122 Pine Run Church Rd.
Apollo, PA 15613

FOR SALE: 1 con rod, used, for 40 series engine; ~~FOR~~ TRADE FOR: 1 con rod, used, for 60 series (320) engine. Will buy, sell or exchange.

PAUL B. CULP (#508)
RR #4, Box 411
Perkasie, PA 18944 215/249-3166 215/249-9163

All 1937 40 series (some may fit 60 series and/or 1938)

| | |
|---|----------------------|
| Rear engine mounts (Lynn Steele rebuild) | \$125 pr. |
| Front engine mounts (Floating Power) | 50 pr. |
| Starter - no solenoid. Needs rebuild | 25 |
| Generator. Works, but needs rebuild | 25 |
| Water pump, ball bearing. Good used | 35 |
| Rear axle oil seal set, 2 inner, 2 outer, New | 20 |
| Front wheel bearings, 2 inner. New | 30 pr. |
| Front wheel bearings, 2 outer, New | 30 pr. |
| King pin set. New (NAPA 1245) | 25 |
| Lower outer pin set (Moog 102) | 25 |
| Front wheel cylinder, complete, left. NOS Delco #5301080 | 30 |
| Front wheel cylinders, pair. Sleeved by White Post. (Bodies only.) Delco 5450018-19 | 50 pr. |
| Exhaust manifold, NOS | 65 |
| Manifold heat riser valve body, complete. NOS | 125 |
| U-Joint. NOS | 50 |
| Rods, 8 good used | 50 set |
| Pump, bowl on top. Rebuilt | 25 |
| Clutch drive plate. Used | 25 |
| Clutch disc. Rebuilt | 25 |
| Steering box worm, thrust bearing (#2619CC) and bearing cup (#263297). NOS. (SCARCE) | 25 |
| Ring and Pinion, 4.4:1 (Tempco) | 65 |
| Front shock absorbers, L&R, need rebuild | 25 ea. |
| Door garnish moldings for 4-door | 10 ea. |
| Radio grille, very slight pitting | 20 |
| Reliable "durecoft" car cover, fits model 47 sedan, slightly used | 25 |
| Timing chain (Perfection Gear Co.), NOS | \$35 |
| Repro spotlight, 6" with ivory handle. New | 40 |

BILL OLSON
842 Mission Hills Lane
Worthington, Ohio 43085
614/687-3041 office; 614/436-7579 home

Shipping extra on all parts.

1937-38 40&60 series reproduction floor mat. Brown as original. Purchased from Bob's Automobilia and never used. Will fit 80 & 90 series with some modification. Original cost \$150, sell for \$130.

ROBERT COULTER (#340)
7520 Beluga Circle
Anchorage, Alaska 99504
907/338-4780

Custom-fit car covers made to fit your specific vehicle. By Covercraft the largest car cover manufacturer in the world. Satisfaction guaranteed. Special discount to 1937-1938 Buick club members. Any model 1937-1938 Buick; Polycotton \$119.00; Tan Flannel \$129.00; Technalon in gold, blue and gray \$139.00; Duralon in 7 colors \$259.00. Order now. Reynolds Classic Car Covers #061, 21622 Tribune Street, Chatsworth, California 91311, 818-882-6211



PARTS WANTED



WANTED: Junior or Senior Trippe lamps, or 1930s fog lamps (no sealed beam), in at least restorable condition; '37 steering whl core.

BILL OLSON (#427)
842 Mission Hills Lane
Worthington, OH 43085 614/436-7579

WANTED: 1937 40-60 series NOS or excellent gas tank.

HAROLD PETERSON (#012)
102 Grove
Alma, MI 48801 517/463-5072

WANTED: 1938 speedometer transmission gears, #1304218 or 1304219, for 3.9:1 rear axle ratio.

PAUL CUSANO (#052)
266 Passaic Avenue
Hasbrouck Hts., NJ 07604 201/288-1519

WANTED: Sidemount cover, right hand, 40 series, complete with emblem; also support bracket & knob.

KEITH LADDERUD (#163)
21708 SE 291 St.
Kent, WA 98042 206/852-8425

WANTED: For '37 model 41- (1) wheel (#1298989); (1) accelerator pedal & hinge assy. (#1298053 & 1293238); (1) gravel deflector (#1304452 or 1300853), goes between body & rear bumper.

LEW WALLACE (#640)
8 Mill Road
Fairport, NY 14450 716/248-8883

WANTED: For '37 model 46C- garnish moldings for doors & windshield; rumble seat springs or measurements; 15" x 5 wheels.

JAY W. GRAY (#644)
5230 Neroly Rd.
Oakley, CA 94561 415/757-3487

WANTED: 1937 vacuum starter switch, Delco #1607.

MIKE BRADEN (#572)
1100 Wedum Dr.
Glasgow, MT 59230 406/228-4292

WANTED: 1938 convertible (model 46C) parts- rear oval window frame 8½ x 36 with 21 screws spaced around frame; upper fender step; chrome door garnish moldings; four 15 x 5½ Century wheels.

ABE GOLDBLATT (#535)
111 Colony Dr.
Hampden, MA 01036 416/566-5558 after 7 PM, EST

WANTED: 1937 Century speedometer driven gear (19 teeth) - Part # 1298188. 1937 fender light lens (pointed); fender light interior parts.

GENE SLUSSER (#005)
RFD 1, Box 121
Concord, NH 03301
603/746-3718; 603/224-8321

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EACH SUPPLIED WITH:
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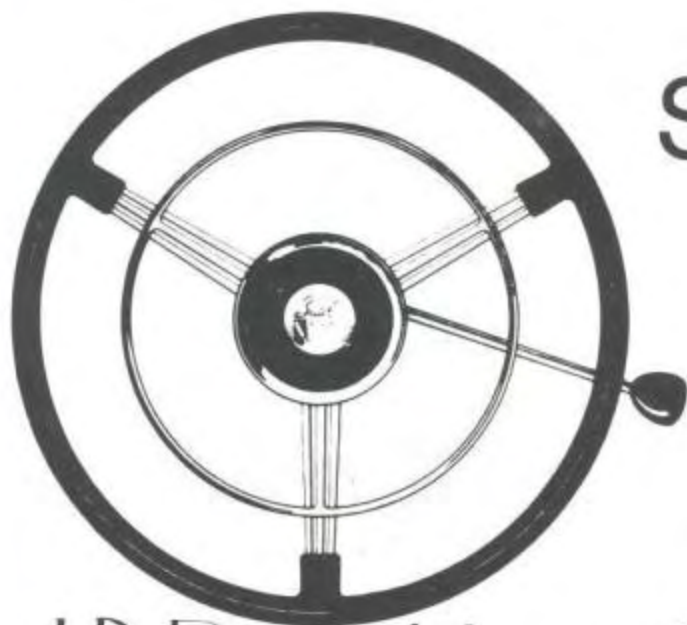
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1937 HUB CAPS. THIS REPRODUCTION IS A RESULT OF THE REQUESTS OF MANY PEOPLE WHO HAD SEEN THE CAPS HERETOFORE OFFERED. WE ARE SURE, THESE WILL PLEASE THE MOST DISCRIMINATING EYE. THE "BUICK" LETTERS ARE PAINTED. HC-37 \$ 60.EA.



1937 ALL SERIES FRONT MOTOR MOUNTS. 4 PCS SET MM-3475 \$ 50.

1937-38 INSTRUMENT GLASS SILK SCREENED LETTERING DG-31 \$ 26.EA.
CLOCK GLASS \$16 EA. RADIO GLASS \$16 EA.

1937 HOOD ORNAMENT. AN EXACT REPRODUCTION. EVERY DETAIL IS THERE. MADE IN PRECISION STEEL MOLDS AND BRILLIANTLY CHROME PLATED. HO-37 \$75. EA.



1938 HOOD ORNAMENT. SAME DESCRIPTION FOR THIS ONE, EXCEPT IT IS FOR YOUR 1938 BUICK. HO-38 \$ 75. EA.

1938 A FULL NEWSPAPER SIZE SALES FOLDER SHOWING MANY INTERIOR & ACCESSORY DETAILS OF THE NEW 1938 BUICK. 15"X 23" SL-38 \$6.

1937-38 BORG ELECTRIC CLOCK WARRANTY TAG. 2-COLOR DI-57 \$2.



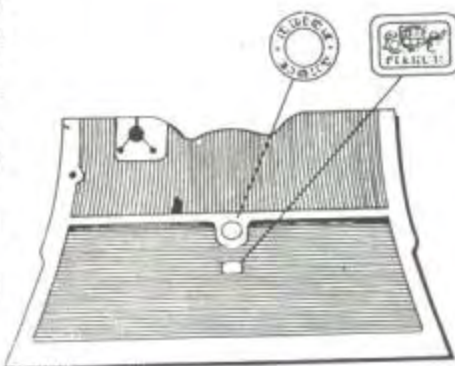
1937-38 FISHER BODY PLATE. PAINTED 2-COLOR.W/SCREWS. FP-320 \$7.



1937-38 RUNNING BOARD ANTENNA INSULATORS. TOTALLY NEW REPRODUCTION. NOT A RE-COVER. THESE ARE THE BRACKETS USED ON FACTORY INSTALLED RADIOS. NOT TO BE CONFUSED WITH FORD OR THE AFTER MARKET "UNDER-THE-RUNNING-BOARD" ANTENNA. BUICK'S RUNNING BOARDS "ARE" THE ANTENNA! THE ONLY CORRECT TYPE FOR 37-38 BUICKS. COPIES OF THE FACTORY INSTALLATION INSTRUCTIONS SUPPLIED. RI-378 \$35/PR

1937 GRILLE "BUICK B" 60-37 \$30.EA

1938 CENTER GRILLE STRIP SHIELD EMBLEM 6E-38 \$30.EA



1937-38 FRONT FLOOR MAT. BROWN. 40-60 SER. UNCLE DAVE SAYS THIS IS AN EXACT COPY INCLUDING THE "FISHER" LOGO. CORRECT FOR ALL MODELS. FF-378 \$150.



1937-38 GLOVEBOXES. TAUPE LINED. NO MICE EVER LIVED IN THESE !
1937 . . 6B-37 . . \$27.EA 1938 . . 6B-38 . . \$27.EA

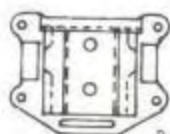
1937-38 LOCK-ROLL RADIATOR HOSE CLAMPS. ORIGINALLY MFG. BY THE STEWART CO. FOR BUICK 1920 THRU 1941. THESE COPIES ARE DONE IN STAINLESS STEEL & ENGRAVED "BUICK" ETC. AS ARE THE ORIGINALS WE HAVE. SOME, MAY HAVE BEEN USED WITHOUT THE BUICK LOGO, BUT, KNOWING THE PRIDE WITHIN THE COMPANY AT THAT TIME, AND THEIR KNACK FOR PUTTING THE BUICK NAME ON VIRTUALLY EVERYTHING, WE WENT THAT WAY. GIVE US THE OUTSIDE DIAMETER OF YOUR HOSE WHEN ORDERING. \$5.EA.



SHIPPING; BY UPS. ADD \$3. PER ORDER OR 5% WHICHEVER IS GREATER. WE PRINT A 32 PAGE ILLUSTRATED CATALOG FOR BUICK'S 1920 TO 1953, SUSPENSION PATRS, MIRRORS, DECALS, HARDWARE, RUBBER, DASH GLASS & MORE. THIS IS JUST A SMALL PART OF THE LARGEST STOCK OF PRE-WAR BUICK SELECTION TO WHICH WE CONTINUALLY ADD. CATALOG PRICE \$2. FREE WITH ORDERS ON REQUEST.

REPRODUCTION PARTS FOR BUICK AUTOMOBILES

ENGINE SUPPORTS

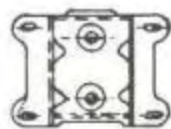


B-235



1937-38 Support assembly, engine, rear, 1297662. Re-vulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pcs. total).

Allow about 3 weeks for delivery. Ser. 40 only.
B-235 \$ 91.00/pr.



B-256



1937-38 Support, engine, rear. Revulcanizing service. #1297962. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of

each mount and allow 3 weeks for this job. Series 80 and 90.
B-256 \$ 83.00/pr.



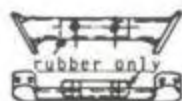
B-289



1937-38 Insulator/support, engine, rear at bell housing. #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 60, B-289 \$ 83.00/pr.

TO ORDER: list quantity, part number and price, include 10% for packaging and shipping (NC residents also include 3% state sales tax), and mail with original metals and remittance to LYNN H. STEELE, Dept. 37-38, 1601 Hwy. 150E, Denver, North Carolina, 28037, (704) 483-9343 OR (800) 544-8665. Orders accepted on a prepaid, cash C.O.D. or Visa/MasterCard charge basis. 1987 catalogs covering Buick or nearly any other American make, except Ford, 1920-72, available for \$1.00 per make. Call our toll-free line to obtain your catalog today!

TRANSMISSION MOUNTS



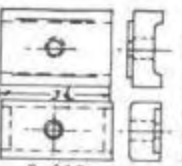
B-257

1936-37 Pad set, transmission support, #1292970. Special resilient rubber. Use your original channel, plate and cap. 1 set (2 pads per set) per car. Series 60, 80, 90.
B-257 \$ 39.00/set



B-228

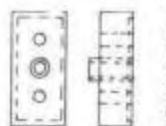
1937 Pad, transmission support, 1297169, 2/car. Ser. 40.
B-228 \$ 12.50/pr.



B-312

B-312

1938 Pad, transmission mounting, upper & lower. #1305964 upper, #1302573 lower. Revulcanizing service only. Send in your original steel plates and tubes and we will revulcanize with top quality rubber to new condition. Allow 3 weeks. Series 40 only. w/standard trans.
B-312 \$39.00/pr.



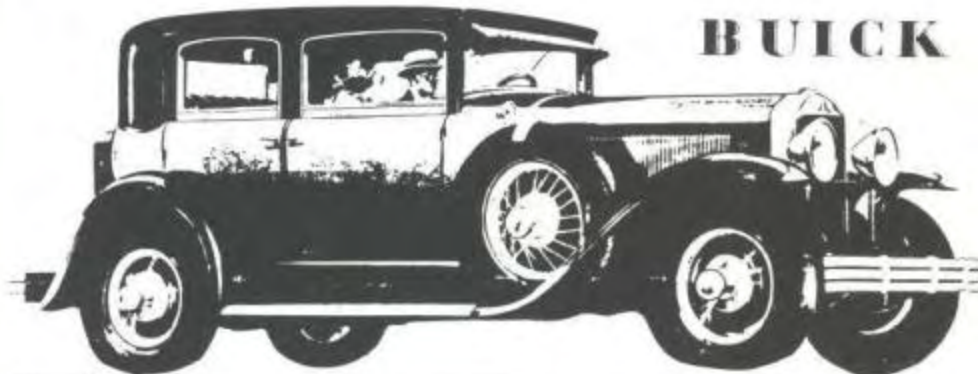
B-296

1938 Pad assembly, transmission support, lower. #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks. All Series 40.
B-296 \$ 20.00/ea.



B-335

1938 Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236 & #1304840 for Series 60, 80, & 90.
B-335 \$ 22.00/pr.



BUICK

The company that David Dunbar Buick gave his name to nearly died a dozen times before it's silver anniversary in 1929.

That year marked the direction that Buick would take from then on. Faster, smoother, bigger, and luxurious; all in cars that were affordable to the family willing to spend just a little extra in order to get the best.

STEELE

Quality
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"Number One Boy"

WHEREVER YOU MEET IT!

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8 am - 6 pm EST
8 am - 12 Saturday

BUICK INTERIORS NOW AVAILABLE

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits for the following popular Buicks from 1936 to 1940 and are in the process of adding many more.

- 1936 Model 46 Business Coupe
- 1937 Model 41 4-Door Trunk Back Sedan
- 1938 Model 41 4-Door Trunk Back Sedan
- 1938 Model 46 Business Coupe
- 1939 Model 41 4-Door Trunk Back Sedan
- 1940 Model 41 4-Door Trunk Back Sedan



Guaranteed Quality & Fit

Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.

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Coach

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1937-1938 BUICK CLUB

COMMERCIAL ADVERTISING RATES

The following rates and conditions will apply to business advertisements in The Torque Tube — the news magazine of the 1937-1938 Buick Club — during the period September 1, 1987 - August 31, 1988.

DISPLAY ADS

| | |
|---------------------|--------------------|
| Full Page (8½ x 11) | \$ 35.00 per issue |
| Half Page | 20.00 per issue |
| Quarter Page | 10.00 per issue |
| Business Card | 7.50 per issue |

All display ads must be camera ready.

CLASSIFIED ADS

Parts, Services, Literature for Sale; Cars for Sale or Wanted.

Classified ads will be run once without charge, as a service to Club members. After one issue, classified ads must be paid for as follows:

| | |
|--------------------------|-------------------|
| One-eighth page or less | \$ 7.50 per issue |
| One-quarter page or less | 10.00 per issue |
| One-half page or less | 20.00 per issue |

All ads must be paid for in advance. Three or more issues paid in advance - 15% discount; six or more issues paid in advance - 30% discount.

The Torque Tube is published nine times per year. Regular advertisers receive free copies.

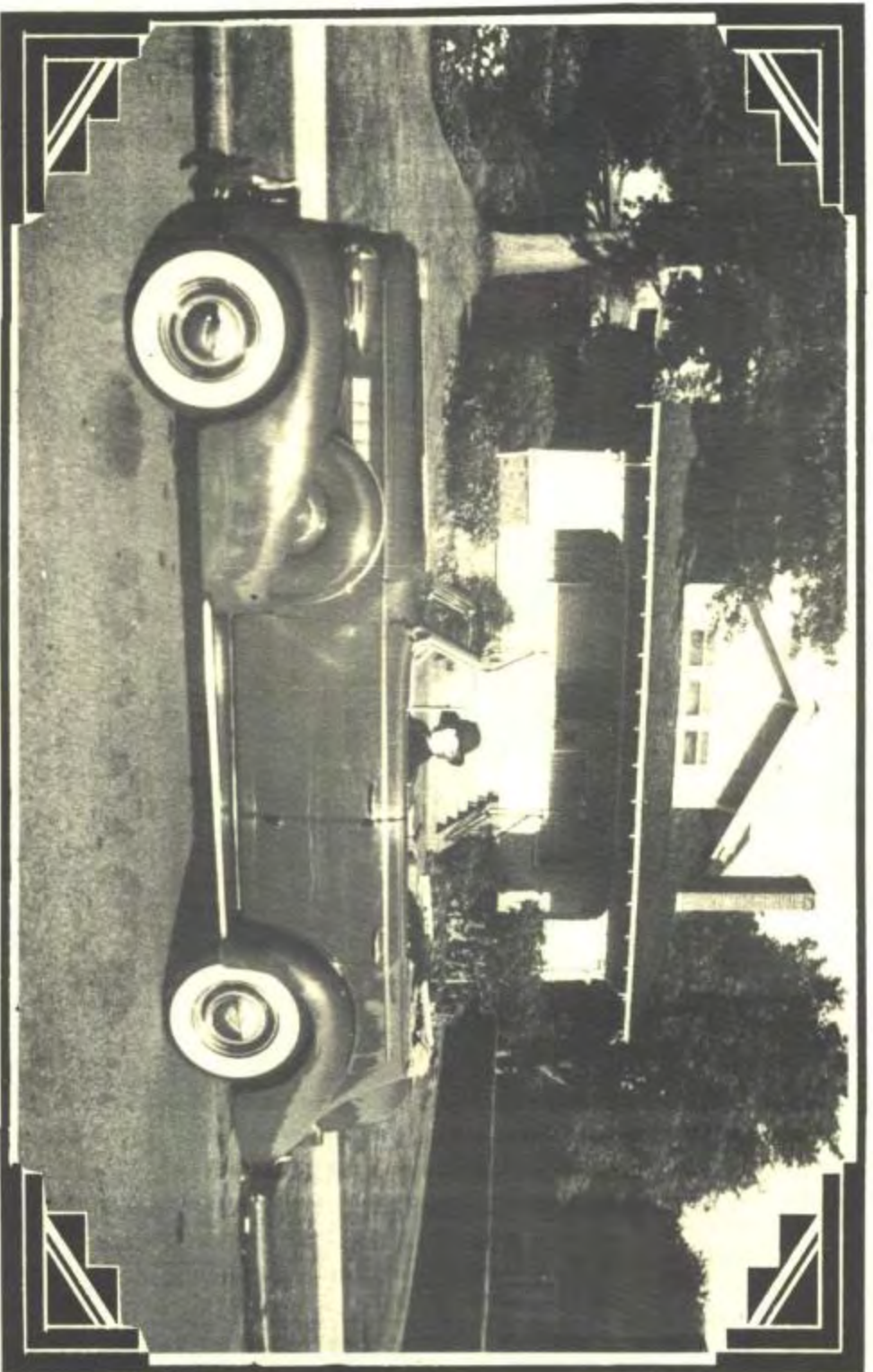
All persons who are in the business of supplying automotive parts or repair or restoration services on a regular, non-casual basis must pay for ads, ~~ir~~respective of whether they are members of the Club or not.

All ads must relate to products or services suitable for the repair, restoration or maintenance of 1937 and 1938 Buick automobiles, or offers to sell or purchase such automobiles.

The Editor reserves the right to refuse or discontinue ads that do not comply with the foregoing conditions, or from businesses that engage in misrepresentation, repeatedly fail to provide adequate service or merchandise, or are not of good repute.

Advertising copy should be sent to:

Editor, 1937-1938 Buick Club
842 Mission Hills Lane
Worthington, Ohio 43085



Packmaster Romance